



REAL FEDERACIÓN AERONÁUTICA ESPAÑOLA

Carretera de la Fortuna, s/n, 28044 Madrid

AND

AERoclUB DE CASTELLÓN

LOCAL RULES

For the 7th European Rally Flying Championship 2009

CASTELLÓN, SPAIN, from 6th to 12th September 2009.

**Approved by FAI/GAC at the meeting held in Prague, Czech Republic
October 2008**

Competition site: Castellon Airfield (LECN).

Organiced by: Real Federación Aeronáutica Española. (RFAE)
Spanish General Aviation Commission. (CTNVCM)
In cooperation with Aeroclub de Castellón.

C: LOCAL REGULATIONS

C.1 Introduction.

The following local regulations for the 7th European Rally Flying Championship, are to be used in addition to the FAI/GAC Rules and Regulations, edition 2009, and the FAI Sporting Code, General Section and Section 2, and the other FAI documents for the organization of FAI First Class Events.

C.2 Organiser.

The 7th European Rally Flying Championship will be organised by the RFAE, (Spanish Federation), in cooperation with the Aeroclub of Castellón.

C.3 Place.

The event will take place at the airfield of Castellón de la Plana, (LECN), located in the north of the city, next to the beach. (see map).

Coordenades: 40° 00' N 00° 01' E

Elevation: 17'

Runways: 18/36 (concrete) and 03/21 (grass)

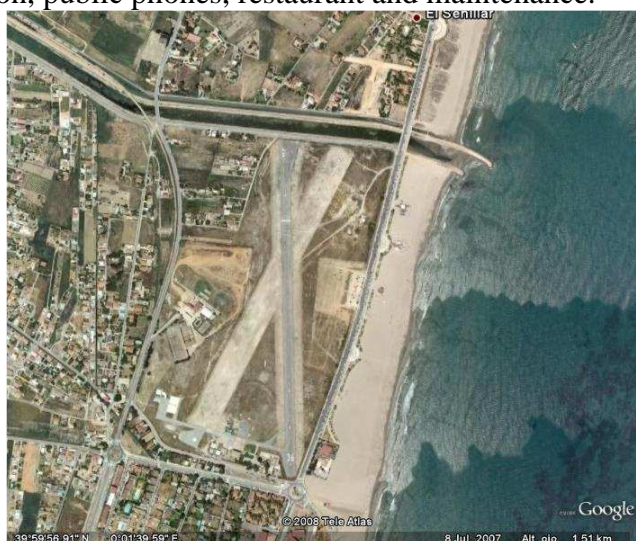
TWR: 123,5 119,1 MHz

Telephone: +34 964 22 29 68

Refuelling station: AV100 L Oil 15W40

Operator: Aeroclub de Castellón.

Service station, public phones, restaurant and maintenance.



Weather will be basically good, temperatures between 25 and 32° C and good visibility is common.

C.4 Dates of the Competition.

September 5th to September 7th

Sunday, September 6th:

Monday, September 7th:

Tuesday, September 8th:

Practice Days.

Final arrival and registration.

General Briefing.

Opening Ceremony 17:00

Official Training Stage

Wednesday, September 9th:	First Navigation Test
Thursday, September 10th:	Second Navigation Test
Friday, September 11th:	Third Navigation Test
Saturday, September 12th:	Reserve day and excursion Price giving, Closing Ceremony. Closing Banquet.
Sunday, September 13th:	Departure.

The changes of the above mentioned schedule, are, according Rally Flying Rules and Regulations, at the discretion of the Championship Director. According last GAC meeting decision, if the four Navigation Tests are successfully done, the results of the Official Training stage will be cancelled.

C.5 Entries.

C.5.1 The **Preliminary Entry Forms** should be send to

Jesús Mas Menargues
C/ Maigmó, 13
06390 San Vicente del Raspeig
ALICANTE (Spain)
 Or e-mail: maigmotrading@terra.es, not later than
May 15th, 2009.

C.5.2 The list of Preliminary Entries will be sent to all NAC's which have submitted the Preliminary Entry Forms.

C.5.3 The **Official Entry Forms** should be sent to the address stated under C.5.1 not later than

July 15th, 2009.

C.5.4 Entry Fee received after July 15th, 2009, can only be accepted – at the discretion of the organiser – if there are vacancies.

C.5.5 No entries can be accepted after July 31st 2009. After this date, only personal changes and changes of aircraft can be accepted.

C.5.6 A list of Official Entries will be sent to all NAC's from which the organiser received Official Entry Forms.

C.5.7 If a NAC sends an Official Entry but fails to pay the required Entry Fee, this NAC shall lose its right to participate in the FAI Championship until the moment the Fee is paid.

C.6 Entry Fee.

C.6.1 The Entry Fee has to be payed for each Pilot, Navigator, Team Manager, International Judge, Engineer, Supporter, Observer and accompanying person. Only one International Judge from participating country is entitled to a 50% discount in the Entry Fee.

C.6.2. The Entry Fee includes:

Accommodation in double room from September 6th to September 13th, which is 7 breakfast, 6 lunches and 5 dinners. Opening and Closing ceremonies with Price Giving Banquet. Transportation from hotel to the competition site. One excursion on Saturday 12th. One competition map for each navigation test. Sanction fee for competitors. The regular Entry fee covers accommodation in excellent Hotel**** in a distance of no more than 20 minutes by bus from the airfield. Extra nights for the training period are available at reasonable prices.

C.6.3 The Entry Fee is set out below:

For each Competitor:	EUR 775.-
For Manager, Engineer:	EUR 725.-
One International Judge/country:	EUR 400.-
Additional International Judges:	EUR 725.-
Supporters (non competitors):	EUR 575.-
Extra Charge/person for Single Room:	EUR 250.-

There will be a discount of 5% for all payments received before
May, 15th, 2009

There will be a surcharge of 10% for all payments received after
July, 15th, 2009.

C.6.4 The Entry Fee has to be paid to:

Account Name: Comisión Técnica Nacional de Vuelo con Motor

Name of Bank: BANESTO

Account number (IBAN): 0030 3133 14 0000118275

Swift Code: ESPCESMM

Remark: (Entry Fee for ...Competitor, Judge, etc.)

C.6.5 According FAI Sporting Code:

No Entry Fee will be refunded to any Competitor who withdraws from the competition after July,15th, 2009. If payment was made, and the withdrawal takes place before July,15th, 2009, the full Entry Fee less 10% and Bank charges will be refunded.

In case that the competition has to be cancelled, (before its starts), all fees will be refunded. If the competition has to be stopped, unused fees will be refunded.

C.7. Team Members.

C.7.1. A Team Manager who preferably should not be a competitor, shall head each National Team.

C.7.2. Each participant country is allowed to send a maximum of 10 competitors, and maximum total number of competitors should be **50**. The organiser would desire (as asked in the last GAC meeting) to have, at least, between 30 and 35 crews in competition.

C.7.3. Each competitor has to be a holder of a PPL or higher grade licence, valid for flights with the competition aircraft, as well as a valid FAI Sporting licence for competitors who need to validate their licence in Spain, all necessary information will be available upon request.

- C.7.4.** Each participating country is entitled to send International Judges/Judge and Observers.
- C.7.5.** All flight operations during the competition have to be conducted in accordance with national Spanish Aeronautical Rules and Regulations.
- C.8. Aircraft and Insurance.**
- C.8.1.** Each competing aircraft must possess a valid Certificate of Airworthiness and has to be operated according to it.
- C.8.2.** Each competing aircraft must be insured against third party, and liability claims with at least, EUR 2.000.000.-. Upon arrival in Spain, pilots must be able to present the certificate of insurance with a copy in english, certified by the insurance Company.
- C.9. Arrivals.**
- C.9.1** Pilots from Schengen Zone, using own aircraft, may arrive directly to Castellon Airfield.
- C.10. Language.**
- C.10.1.**All rules, regulations, information, briefings and tasks, will be in English language only.
- C.11. Briefings.**
- C.11.1**All briefings will be conducted according the FAI/GAC Rules and Regulations.
- C.11.2.**There will be a met-briefing on training and competitions days.Time, place and form of the briefings will be posted on Information Boards at the Hotel and at the Airfield.
- C.11.3.**It is mandatory for all Competitors, Team Managers and Judges to attend the General Briefing, held on Tuesday, September 8th.
- C.11.4.**There will be special Judges briefings, and time and place will be announced in time.
- C.12. Special Rules.**
- C.12.1.**Three training routes, including map, coordinates of TP's and pictures will be prepared for competitors.
- C.12.2.**Payment for all services can be made in cash in EUR only!
- C.12.3.**Fuel has to be paid in advance and by "Fuel Vouchers".
- C.12.4.**Current prices (subject to change) will be:
AVGAS 100LL EUR **2.20**

OIL (1 Liter) EUR 7.30

C.12.5. Money exchange is the sole responsibility of the Competitor, however the Organiser will provide all the necessary information and help.

C.12.6. **There will only be a very limited number of aircraft for hire !!!**

It is strongly recommended to bring your own aircraft.

C.13. Competition Map.

C.13.1. The Competition Map will be a detailed topographic map in scale 1:200.000, printed in multiple colours. A copy will be sent in advance to all who have submitted the Official Entry Form and paid the Entry Fee.

C.14. Video recording.

C.14.1. Video Recording of Landings, are to be used exclusively by the Jury while dealing with protests.

C.15. Doping Control.

C.15.1. Random doping tests may be carried out in accordance with FAI Anti-doping Rules and the Spanish national law regulations.

C.16. Youth and Supporter Involvement.

C.16.1. There will be youth programs available, based on the number of youth, space and personnel available.

C.17. Landing System / Scoring System.

C.17.1. The Spanish Video recording System for landings is the preferred choice. Each competitor will have a series-picture of his landings, when the protest time will be over. The Spanish Scoring System will be used.

C.18. Use of GPS Loggers.

C.18.1. According to Rally Flying Rules and Regulation, the use of the FAI/GAC approved GPS Loggers is mandatory. Competitors must bring their own equipment. Minimum one of them per crew.

C.19. Correspondence and Communication

Jesús Mas Menargues
C/ Maigmó, 13
06390 San Vicente del Raspeig
ALICANTE (Spain)
Or e-mail: maigmotrading@terra.es

C.20. Competition Officials.

Competition Director: Jesus Más .
Organisation: Jesus Más, Pedro Cabañero,

Route Planner: David Más, Juan Ramon Alvarez
Juan Ramon Alvarez.
Local Chief Judge: David Más.
Scoring Manager Rubén Leal.
Chairman of Jury: Krzysztof Lenartowicz. (Poland)
Members of Jury: Jiri Dodal. (Czech Republik)
Howard Cox. (England)
Internal. Chief Judge: Andrzej Osowski. (Poland)
Jury (Reserve) Vang Jensen. (Denmark)